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Seafarers-contracted Matson christened a new combination container/roll-on, roll-off ship July 2 at General Dynamics NASSCO in San Diego. The Jones Act vessel will mean new steward department jobs for the SIU upon its delivery later this year. Page 4.

Seafarers Persevere as COVID-19 Hits Home

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**U.S. Senator Backs Jones Act**

As the United States maritime community celebrated the centennial of the nation’s freight transportation, there was no better time than now to affirm the importance of the Jones Act. With the pandemic continuing to impact the global economy, our seafarers remain on the front line, working to keep our country moving forward.

To highlight the importance of the Jones Act and the vital role that our maritime workforce plays in our national economy, U.S. Senator Gary Peters (D-Michigan) recently introduced the Maritime Parity Act (S. 3849), which would update and expand the Jones Act to include seafarers.

The Jones Act is responsible for $6.8 billion annually in business activity, supporting more than 35,000 jobs and $1.1 billion in wages and benefits. It also supports U.S. shipbuilding and repair industries, which are vital to our national security and economic prosperity.

The senator’s bipartisan legislation would help to ensure that our maritime industry remains strong and continues to thrive in the face of challenges.

**SCA Honors Maritime Administrator**

A longtime maritime stalwart recently received well-earned recognition from a prominent United States shipbuilding group. The Shipbuilders Council of America (SCA), the national association representing the U.S. shipbuilding industry, recently honored Maritime Administrator Mark Buzby with its Maritime Leadership Award.

This award recognizes exemplary support for the U.S. shipbuilding industry and its contributions to our national security and economic prosperity.

The SCA’s Maritime Leadership Award is presented annually to national leaders who demonstrate exemplary dedication and support of the U.S. shipbuilding and repair industry.

"I want to thank SCA for this honor," Buzby stated. "I know we share a passionate commitment to a strong and growing U.S. maritime industry, and particularly the necessity to foster and strengthen U.S. shipbuilding, which is an indispensable component of our defense industrial base. I appreciate this recognition and SCA’s leadership on behalf of the roughly 400,000 Americans whose jobs depend on this vital industry."

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**Note to Our Readers**

Without exception, anyone entering an SIU hiring hall or signing onto a vessel has passed a number of safety protocols, often including testing for COVID-19, two-week quarantine, and verifying health-related items on a questionnaire. For that reason, if not everyone you see pictured in the LOG is wearing a mask, we stress enough the importance of following all safety protocols — especially the protection of those around you.
The American maritime industry seemingly mirrored the nation at large from mid-June to mid-July when it came to combating the COVID-19 pandemic. The coronavirus surged in numerous states, and it hit home for the union, too.

As of July 14, there had been more than 3.4 million confirmed cases of COVID-19 in the U.S. and more than 138,000 deaths. Worldwide, those figures were more than 13.1 million cases and at least 571,000 deaths.

The vast majority of the SIU-crewed fleet is still operating, as Seafarers live up to their federally designated role as essential workers. But, SIU members from several ships and tugs recently contracted COVID-19, as did at least a couple of crew members from ATBs. New cases were reported aboard the USNS Petersburg (T-Acka-9) in late June, aboard the Maersk Idaho. Eleven mariners, including five SIU members, tested positive. One crew member was hospitalized but recovered (see sidebar). Thankful, the other maritime workers who tested positive experienced few or no symptoms.

Within the industry, Maersk was hailed for its quick, comprehensive plan to safely vacate the crew, move them to a quarantine facility, professionally clean the vessel, and then bring a new crew. They worked with the Coast Guard, medical professionals and other authorities to ensure diligence, efficiency and safety. The SIU also worked closely with the crew and company to provide support and to secure additional testing for other American-flag Maersk ships.

Weeks later, all concerned received an unwelcome reminder that even the best plans fail, no matter how well-executed, cannot ensure total safety from the virus. At least a couple of

Bosun Shares Experience Combatting Coronavirus

Romualdo Medina doesn’t know exactly how he contracted COVID-19, but he’s certain that any inconveniences were worthwhile sacrifices in order to avoid it.

“When the call came that the SIU member put to SIU members from the Houston hiring hall to close for precautionary reasons within the industry, Medina knew from firsthand experience that sometimes even the most cautious individuals end up with COVID-19. He wasn’t reckless at any point during the voyage from the U.S. to Europe and back, and he’d been mindful of safety before joining the ship. But, on the return from Bremerhaven, Germany, roughly four days out from New Jersey, his health began to deteriorate.

“I started feeling bad and tried something like a Tylenol or aspirin, but there was no relief. I couldn’t breathe normally. At first, I thought it was just sinusitis, but then it became more pressing. Then things began to get complicated.”

Very little time elapsed between the onset of Medina’s symptoms and his reporting them to the chief mate. From there, he remained quarantined but learned that others aboard the ship also weren’t feeling well. Eventually, 11 mariners (including five SIU members) were diagnosed as COVID-19 positive.

Medina also experienced an unusual and painful side effect: hiccuping that persisted on and off for days. “It was persistent and could have been a tumor,” he added that the difficulties didn’t change his outlook on sailing.

“This career has been something very economically convincing for me and my family,” he noted. “I used to suffer a lot of fatigue and inconsistent employment in my prior field, which was architectural design. I decided to join the union and get my AB ticket and all my endorsements. This has helped me raise my family: three children, four grandchildren.

He added this advice to fellow members: “If you start feeling weird when you’re up at sea, go have your AB ticket and get a test.”

The uptick in cases caused three hiring halls to close for precautionary reasons within a couple of weeks after they’d reopened June 15. At press time, the halls in Jersey City, New Jersey and Wilmington, California, had not yet fully reopened; the hall in Houston was expected to reopen soon.

Perhaps the most prominent recent instance of shipboard COVID-19 in the U.S.-flag fleet occurred in late June, aboard the Maersk Idaho. Eleven mariners, including five SIU members, tested positive. One crew member was hospitalized but recovered (see sidebar). Thankful, the other maritime workers who tested positive experienced few or no symptoms.

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Weeks later, all concerned received an unwelcome reminder that even the best plans fail, no matter how well-executed, cannot ensure total safety from the virus. At least a couple of SIU Members Rise to the Occasion, Fulfilling Roles as ‘Essential Workers’

Editor’s note: SIU members are encouraged to regularly check the union’s website for the latest union news and updates on the pandemic. There is a prominent COVID-19 section on the home page. Members also may sign up for text alerts by texting the word “join” (without the quotation marks) to 97779.

As the SIU Government Services Division. At Grumman New England, several mariners (UIW) were diagnosed with the coronavirus. Although it took several hours for him to leave the hospital, he recalled. “I knew if I went back to the ship, it wasn’t going to be a happy ending.”

Although he took several hours for treatment at the hospital (New Jersey had been still epicenters of the pandemic at that time), it could be argued that he arrived just in time.

“I got on that boat, I could hardly breathe. The doctors said, “I was dying, bro. Initially, I got some medicine, and got tested for COVID. They took so many tests and did so much bloodwork — all that stuff.

He was hospitalized for more than a week, then relocated to a quarantine hotel for two more weeks. He returned to his home in Houston July 14, feeling fine for two more weeks. He returned to his home in Houston July 14, feeling fine and with multiple “negative” test results confirmed.

“One good thing was I was never put on any kind of oxygen,” he recalled.”The doctor said I have good lungs; I don’t smoke. But I am diabetic, and that’s why I was really worried about complications. Thank God it didn’t get to that point.”

Medina said he appreciated the assistance from both maritime labor and U.S.-flag vessel operators, the federal government has not mandated enforceable standards of shipboard health and safety operations. Further, it claimed that our advocacy for a consistent, reliable, and rapid testing regimen for mariners remains without definitive support. As the supply chain and military security of the country are becoming increasingly at risk.

As your representatives, we are working together and using every advantage to both protect your health and safeguard your rights. With infection rates spiking again we must protect our live and our livelihoods with renewed vigilance and discipline. Employers may intervene with reasonable or ineffective workplace policy; either way we will let them know that our contract rights remain in place.

We understand the stress and anxiety of working in persistent and intensified danger and so we support common sense safety practices ashore and at sea. Your dedication, professionalism and perseverance is recognized, and your efforts are being honored by ensuring your own safety and that of others you encounter onboard ship, in your travels, at home or otherwise.

Please continue to notify your Union if you have concerns regarding potential or actual COVID-19 exposure or the safety of your vessel.

Wishing all health, safety, and fraternity,

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Face coverings often are utilized to help curb the spread of COVID-19. While unloading a cargo ship in New York, 15 people became ill. At press time, the halls in Jersey City, New Jersey and Wilmington, California, had not yet fully reopened; the hall in Houston was expected to reopen soon.

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Matson Christens Matsonia in San Diego

New Jones Act Con-Ro Vessel Joins SIU Fleet

New steward-department jobs for SIU members are on the horizon following the recent christening of an historic vessel.

SIU-contracted Matson, Inc., christened the second of two Kanaloa Class vessels, the Matsonia, in a ceremony at General Dynamics NASSCO – a union shipyard – in San Diego on July 2.

The Jones Act vessel, the largest combination container/roll-on, roll-off (Con-Ro) ship ever built in the United States along with its sister ship the Lurline, is the second of two new builds for Matson by NASSCO.

“The SIU looks forward to providing our typically outstanding steward department personnel when the ship is delivered later this year,” stated SIU Vice President Contracts George Tricker. “We applaud the company for its commitment to American-flag shipping and U.S. crews, and we appreciate the terrific work by union shipyard workers who handled the construction.”

The Matsonia is slated for delivery in the fourth quarter of 2020.

“Matson is already benefiting from the speed, capacity and improved environmental profile of the three new ships we’ve put into service since 2018,” said Matt Cox, Matson’s chairman and chief executive officer, after the shipyard ceremony. “Matsonia will be our fourth new ship, completing a three-year fleet renewal program that positions us well to serve the needs of our communities in Hawaii for many years to come.”

During the ceremony, Peggy Forest, wife of Matson President Ron Forest, officially christened the vessel by breaking a ceremonial bottle of champagne against the ship’s hull.

“As a proud U.S. company and Jones Act carrier, our investment in this new ship is about much more than maintaining a high level of service to Hawaii. It also helps drive substantial economic benefits and opportunities in communities around the Pacific, where this vessel will operate,” Cox added. “The construction of Matsonia represents over a year’s work for about 2,000 professionals here at NASSCO: engineers, tradesmen and lots of support people and countless others who produced the materials used to build this ship that are sourced here in the U.S. Over its expected lifespan, this ship will generate approximately 4.5 million man-hours of work opportunity for the U.S. mariners who will operate it and decades of steady work for all of the dockworkers and terminal personnel that move the cargo on and off our ships.”

He concluded, “These are all living-wage jobs, supporting the families of these American workers and the taxes they pay. Multiply that by all the ships NASSCO and other U.S. shipyards are building, and you get a sense of the value of the maritime industry to our country and its economy. In California alone, there are more than 51,000 jobs tied to the American maritime industry, providing over 3.6 billion dollars in labor income with a total economic impact in the state of more than twelve billion dollars.”

Dave Carver, president of General Dynamics NASSCO, said, “The Matsonia is a reflection of the highest standards of shipbuilding and we are proud to celebrate her launching. This extraordinary vessel is a testament to the hard work, unity and strength of our thousands of dedicated shipbuilders who made this possible.”

Matsonia is an iconic name in Matson’s long history, dating to the construction of Matson’s first ship of that name in 1912. Three more ships were given the name in subsequent years; this vessel will be the fifth.

Named in honor of the ocean deity revered in native Hawaiian culture, Matson’s two Kanaloa Class vessels constructed at NASSCO are built on a 3,500 TEU vessel platform. At 870 feet long, 114 feet wide (beam), with a deep draft of 38 feet and weighing in at over 50,000 metric tons, the Matsonia will join the Seafarers-crewed Lurline (delivered in late 2019) as Matson’s largest ships.

They are among Matson’s fastest vessels, with a top speed of 23 knots. Both new Kanaloa Class vessels have an enclosed garage with room for approximately 500 vehicles, plus ample space for rolling stock and break-bulk cargo. They also feature state-of-the-art green technology, including a fuel-efficient hull design, environmentally safe double-hull fuel tanks, fresh water ballast systems and the first Tier 3 dual-fuel engines to be deployed in containerships regularly serving West Coast ports, according to Matson.

The Jones Act, America’s freight cabotage law, supports the domestic maritime industry that employs approximately 650,000 Americans across all 50 states, creates $41 billion in labor income for American workers and adds more than $154.8 billion in annual economic output each year. Nationally, there are more than 40,000 American vessels – built in American shipyards, crewed by American mariners, and owned by American companies – that operate in U.S. waters daily.

With Seafarers Aboard Tanker Washington

The photo above was taken July 4 as the vessel was headed to Valdez, Alaska. Pictured from left to right are: Recertified Bosun Modesto Rabena Jr., Chief Steward Sajid Foster, Chief Cook Melissa McCartney, QEP Dicie Bonifacio, AB Pablo Borja, AB Adam Riley, Steward Assistant Kevin Arroyo and AB Michael Elmore Jr. Thanks to Recertified Bosun Rabena for the photo.
Longtime friend of maritime U.S. Rep. Rob Wittman (R-Virginia) recently penned an op-ed emphasizing the importance of strong sealift — which should include revivifying and maintaining the U.S. Ready Reserve Force (RRF).

Wittman, who is the ranking member on the Seapower and Projection Forces Subcommittee, wrote, “Today, our entire military, a force with over 1.3 million active service members and tens of thousands of vehicles and aircraft, relies on an aging fleet of 61 logistics ships to transport and sustain the force. By comparison, during World War II, the United States built over 2,700 Liberty ships to transport troops and supplies and had a service squadron of 365 logistics ships just to service the Pacific theater.”

He continued, “Compounding the problem of inadequate numbers, many ships in our logistics fleet are already past due for replacement. The average age of the ships in the Ready Reserve Force, which constitute the majority of our nation’s surge sealift capability, is 45 years. That is more than double the age at which most commercial cargo ships are retired and the fleet is showing its age. In September of 2019, the U.S. Transportation Command (TRANSCOM) conducted an exercise to test the readiness of the organic surge fleet, attempting to get just under half of the fleet underway. The official TRANSCOM after action report noted a cumulative success rate of only 49 percent and this exercise was designed to test the loading and unloading of cargo.”

He also gave a brief history lesson to underline the importance of a robust, militarily-useful surge fleet: “Since our founding, America has been a maritime nation. Trade across the vast ocean expanse to Europe and Asia has defined our economic development and driven our national security strategies. Over 200 years ago, the original six frigates of the United States Navy were constructed to protect American commerce from attacks by pirates in the Mediterranean. Since then, a powerful arsenal of protective global commerce and projecting power around the globe, has become the cornerstone of our national defense. This strategy has also meant fighting the vast majority of the nation’s armed conflict far from our shores, protecting the homeland from the terrible destruction that was a defining characteristic of war in the 20th century.”

“Younger funerals are a thing of the past today — America has become a luxury.” Wittman continued. “To be an effective deterrent, American forces must be engaged around the globe and be able to sustain those efforts, during peace or war, for it is our shores. While the Department of Defense is investing heavily in technol- ogy to compete in a new era of great power competition, it has given short shrift to its ability to transport and sustain forces.”

His continued lack of investment in logistics will reduce the effectiveness of organic force in combat but, more worrying, is the debilitating effect it will have on our land forces.”

He then referenced a more modern example of the indispensable role of the RRF, writing, “Operation Iraqi Freedom provides some informative lessons on the importance of a capable logistics fleet. In preparation for the invasion of Iraq, the U.S. military moved over 2 million tons of cargo and equipment. This massive effort began in late 2001 and did not culminate until combat operations began in March of 2003. The long buildup masked the inadequacy of the U.S. military sealift capacity with an estimated 85 percent of all sustainment material transported by civilian vessels. A multi-year logistics buildup across uncongested sea lanes in the luxury the U.S. simply won’t enjoy in the event of conflict in the Indo-Pacific. Our armed forces, particularly the Army, simply lack the logistic capability to effect- ively project power across the Pacific.”

He concluded, “To help address these issues, Congress has given the Navy funding to purchase commercial cargo ships to help bridge the gap until the organ- ic sealift surge fleet can be rebuilt to meet the requirements outlined in the National Defense Strategy. Just as clearly, the Department of Defense has not purchased a single commercial vessel and still hasn’t even plan a reconstitute the logistics fleet. Our national security is founded on an ability to project power and maintain our forces around the globe. A capable logistics force is the foundation of our nation and we neglect it at our own peril.”

U.S. Congressman Rob Wittman Underscores Need for Strong U.S. Sealift, Revitalized RRF

Mariners Show True Colors, Meet Varied Challenges Posed by COVID

Continued from Page 3

the replacement crew members tested posi- tive, so the vessel went into a quarantined state at a Florida anchorage.

Despite the challenges, there were posi- tive developments as well. They included a return to work for many Seafarers em- ployed by NV Shipping Norway, which operates passenger ferries between New York and New Jersey. The company’s waterfront operations essentially shut down when those states were at their combined nadir.

Additionally, and following months of intensive preparation, the SIU-affiliated Paul Hall Center for Maritime Training and Education was scheduled to reopen in August. The school located in Pinea Point, Mary- land initially scheduled several upgrading courses and plans to resume training ap-turients in September.

Moreover, most of the hiring halls stayed open without interruption, as mem- bers were easily adjusted to new safety protocols. Those steps include the by-now standard face coverings, social distancing, temperature checks, hand sanitizing, use of protective barriers.

NV Shipping was made with overseas crew changes for American-flag ships as the SIU continued working with other unions, vessel operators, the Maritime Adminis- tration and the State Department to facili- tate those relievers. Operators also have chartered two private planes for reliefs in Diego Garcia.

NV Shipping’s international maritime community hasn’t always been as fortunate. The Interna- tional Maritime Organization and Inter- national Transport Workers’ Federation are leading the fight on behalf of foreign crew members, who in many cases have worked for months beyond their scheduled reliefs, mostly due to the travel restrictions.

It also has been a busy legislative stretch for U.S. maritime: At press time, there were multiple bills to be signed in a news release on the National Defense Authorization Act, which funds most key commercial maritime govern- ment programs. Additionally, Rep. Sean Patrick Maloney (D-New York) and Peter DeFazio (D-Oregon) last month intro- duced a new bill to provide financial relief for maritime stakeholders who’ve been impacted by the pandemic.

The House is scheduled to adjourn for recess on August 31, while the Senate will de- part on Aug. 7. Both chambers are slated to return Sept. 8 before adjourning in early October and plan to run up to the November presidential election.

U.S. Rep. Rob Wittman

Seafarers’ Jobs Secure as Rand Logistics Completes American Steamship Company Purchase

SIU members employed by American Steamship Company (ASC) are working under the terms of a contract extension fol- lowing the company’s recent acquisition by the X-Press Logistics Group, Inc., a union negociation committee (which includes six rank-and- file members) has started bargaining with the new owner.

“We are optimistic about the eventual outcome of negotiations, and are very con- fident about the job security of SIU mem- bers sailing with ASC,” stated SIU Vice President Great Lakes Tom Orzechowski. “Despite the ownership change, things are basically business as usual.”

Rand finalized the purchase in mid- May, acquiring ASC from GATX Corpo- ration. Rand is part of American Industrial Partners, and provides dry bulk shipping services throughout the Great Lakes re- gion.

“ASC is thrilled to be a part of the cre- ation of a truly unique company with the scale and flexibility to meet the diverse needs of the Great Lakes region,” said David Foster, president of American Steam- ship Company. “ASC brings new asset classes to the combined company along with the efficient, highly qualified crews and shoreside personnel that operate them, all making the combined company one of the premier marine transportation compa- nies in North America.”

Meanwhile, the Lake Carriers’ Associa- tion (LCA) in early July reported that ship- ments of iron ore on the Great Lakes totaled 4 million tons in June, a decrease of 29.9 percent from 2019. Shipments were 29.7 percent below the month’s five-year aver- age.

Year-to-date, the iron ore trade stood at 17.2 million tons, 14.9 percent below the previous year’s total of 20.2 million tons. Iron shipments were below their five-year average by 13.4 percent for the first half of 2020.

The Lakes sailing season began in late March, around the same time much of the implanting was staying stay-at-home guidelines and other steps to slow the spread of COVID-19.

Lakes vessels, many of them crewed by SIU members, carry (among other cargoes) iron ore for steel, stone and cement for con- struction, grain, coal, sand, and salt.
As you probably know, 2020 is an election year for the SIU. Due to the pandemic, the union has relaxed a requirement to run for office.

Specifically, and as you may have seen in prior communications, the union’s executive board has approved leniency for prospective candidates who are unable to pay their dues on time for the second quarter of 2020, provided that they were in good standing as of January 1, 2020 and the date nominations are due (which is July 15-August 15). According to Seafarers Plans Administration, this concession can be made in order to promote maximum participation in the SIU election. If any changes are made to the absentee-ballot procedures, they will be announced in print and online, and again will be aimed at facilitating voter turnout.

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters areas are scheduled for later this year. As in past SIU election years, a campaign window is added in the Seafarers LOG prior to the balloting.

In the case of members eligible to vote who believe they will be at sea during the Nov. 1 through Dec. 31, 2020 voting period, or who otherwise believe they will need absentee ballots, absentee ballots will be available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

Here is the procedure to follow when requesting an absentee ballot:

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Capital Gateway Drive, Camp Springs, Maryland 20746.
2. Include in the request the correct address where the absentee ballot should be mailed.
3. Send the request for an absentee ballot by registered or certified mail.
4. The registered or certified mail envelope must be postmarked no later than midnight, Nov. 15, 2020 and must be received at 5201 Capital Gateway Drive, Camp Springs, Maryland 20746 no later than Nov. 25, 2020.
5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot. After voting the ballot, place the ballot in the envelope marked “Ballot.” Do not write on the “Ballot” envelope.
6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked “Ballot.” Do not write on the “Ballot” envelope.
7. Place the envelope marked “Ballot” in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.
8. Send the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.

Welcome Ashore in Tacoma

The 2020 edition of the Seafarers Health and Benefit Plan’s (SHBP) annual Scholarships Program has been postponed because of the COVID-19 Pandemic, but grants are scheduled to be awarded this summer.

The Seafarers Plans Administration, under the direction of Maggie Bowen, the program’s deadline which was in year’s past was April 15 – in the year 2020, was extended until July 15. She added that members of the program’s selection committee, due to concerns about COVID-19, postponed their meeting that’s usually held in May, opting instead to convene around August 14.

Despite the former delay, scholarships totaling $32,000 will still be awarded to eight individuals (three active Seafarers and five dependents) deemed most deserving by the committee. Once selected, these individuals will be awarded scholarships of $6,000 or $20,000 apiece to pursue two- and four-year degrees, respectively, at accredited community colleges, vocational schools, colleges or universities.

Award recipients will be announced in a future edition of the Seafarers LOG.
Absentee Voting Has Deep Roots in U.S. History

While it might be making recent headlines, there’s very little about absentee voting that is new. According to the Constitutional Accountability Center, “One of the earliest known instances of absentee voting occurred during the American Revolution. In December 1775, a group of soldiers from the Continental Army sent a letter back to their town asking if their votes could be counted in a local election. And at the town meeting held to discuss the issue, the town agreed to count the votes, ‘as if the men were present themselves.’”

During the War of 1812, Pennsylvania allowed soldiers to cast absentee ballots if they were stationed more than two miles from their home. After the end of the Civil War, the states gradually passed new laws to expand absentee voting to civilians. Between 1911 and 1924, 45 of the 48 states adopted some kind of absentee voting.

By World War II, every state let soldiers vote absentee, and the military was responsible for about 3.2 million absentee ballots cast, nearly seven percent of the total electorate in the 1944 presidential election.

For a more recent example, in the 2016 election, about 24 percent of all ballots were cast in the mail, according to the federal Election Assistance Commission.


Requests for an absentee ballot may be made online by visiting absentee.vote.org, and filling out a short request form.

As of July 8, 2020, 34 states (plus D.C.) offer the option to elderly voters, so residents do not need to request one. All states permit residents who will be outside their home county to vote absentee, as well as voters with an illness or disability. Indiana, Kentucky, Louisiana, Mississippi, South Carolina, Tennessee, Texas and West Virginia also offer the option to elderly voters.

SIU Crew, Coast Guard Rescue 3 Sailors

The Mahi Mahi, operated by SIU-contracted Matson and partially crewed by Seafarers, worked with the Coast Guard to rescue three stranded mariners from a doomed trimaran in the Pacific Ocean on July 8.

The SIU crew aboard the Mahi Mahi included Recertified Chief Steward Gregory Broyles, Chief Cook Carmelo Bar-tolome Dela Cruz and ACU Kevin Robinson.

The 50-foot trimaran Third Try, which was on a non-stop circumnavigation of the globe, had not reported in for a few days. On the morning of July 7, the Joint Rescue Coordination Center (JRCC) issued a SAFETYNET broadcast notifying merchant vessels in the region of the situation, and the Mahi Mahi agreed to divert and travel along the Third Try’s suspected route.

At 1 p.m. on July 7, watchstanders at the JRCC received an alert from an Emergency Position Indicating Radio Beacon (EPIRB) registered to the Third Try. The SAFETYNET broadcast was updated with the new location, and the Coast Guard launched an HC-130 Hercules aircrew with a life raft aboard in response. They also notified the Mahi Mahi of the new location.

The aircrew located the damaged vessel and determined that the sailors needed to be rescued. Early on July 8, the Mahi Mahi arrived on station, 825 miles northeast of Oahu, and rescued the three men from the trimaran.

“One of our greatest challenges out here in the Pacific is distance,” said Lt. Diane French, a JRCC command duty officer.

At 1 p.m. on July 7, watchstanders at the JRCC received an alert from an Emergency Position Indicating Radio Beacon (EPIRB) registered to the Third Try. The SAFETYNET broadcast was updated with the new location, and the Coast Guard launched an HC-130 Hercules aircrew with a life raft aboard in response. They also notified the Mahi Mahi of the new location.

The aircrew located the damaged vessel and determined that the sailors needed to be rescued. Early on July 8, the Mahi Mahi arrived on station, 825 miles northeast of Oahu, and rescued the three men from the trimaran.

“One of our greatest challenges out here in the Pacific is distance,” said Lt. Diane French, a JRCC command duty officer.

First responders are often days away and we regularly rely on merchant vessel crews like the Mahi Mahi to assist with search and rescue cases. We are always grateful for their help.”

Family Tradition

SA Ahmed Korish (right) receives his B-book at the Algonac, Michigan, hiring hall. At left is his father, AB Omar Korish.

TWICs May Be Used to Obtain ‘TSA PreCheck’

The Transportation Security Administration (TSA) on July 8 announced a potential benefit of carrying a Transportation Worker Identification Credential (TWIC).

The agency indicated that all active TWIC holders as well as Hazardous Materials Endorsement (HME) holders who are U.S. citizens, U.S. nationals or lawful permanent residents are immediately eligible for TSA “PreCheck,” which can considerably shorten waiting times in airport lines.

“This new benefit immediately allows nearly 3.5 million individuals to obtain TSA PreCheck at no additional cost beyond what they have already paid for their credentials,” said TSA Executive Assistant Administrator for Operations Support Stacey Fitzmaurice.

As noted in a news release from the agency, TWIC and HME holders “have already paid for, and successfully completed, a security threat assessment comparable to the TSA PreCheck security threat assessment.”

A TWIC is required by the Maritime Transportation Security Act for workers who need access to secure areas of the nation’s maritime facilities and vessels. The HME program is for individuals seeking to obtain, renew or transfer an HME on a state-issued commercial driver’s license (CDL), allowing them to transport hazardous materials in commerce. TWIC and HME holders can obtain TSA PreCheck expedited screening by entering the identification numbers printed on their TWIC card or state-issued CDL during the airline reservation process. Active TWIC holders enter their TWIC credential identification number (CIN) in the known traveler number (KTN) field of their airline reservation. The CIN is printed on the back of each TWIC in the lower left-hand corner.

According to the release, “TSA PreCheck is an expedited screening program offered by TSA that allows travelers to leave on their shoes, light outerwear and belt, keep their laptop in its case and their food and 3-1-1 compliant liquid/gels bag in a carry-on, in select TSA airport checkpoint screening lanes. More than 200 airports participate in TSA PreCheck nationwide and dozens of airlines participate in the popular program.”

More information is linked in a July 8 news post on the SIU website and on the TSA website (www.tsa.gov).

August 2020
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We are relying on our devices more than ever. Now is the time to save on the monthly service charge for eligible wireless plans, take advantage of additional savings on select accessories, and get up to $45 waived activation and upgrade fees.

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Learn more at unionplus.org
Historian Recalls SIU in WWII

Continued from Page 20

though there was not the least hurry about delivery for their cargoes of war.

Beauregard Takes the ‘Road’

Captain William Patterson and his SIU crew took the Waterman Company’s SS Beauregard out of New York for Halifax on May 1, 1942, picking up an eight-knot convoy from there to Hull, England, where the cargo was taken off and the ship re-loaded with tanks and other equipment for which the Russians were said to be in desperate and urgent need.

By September, the Beauregard was in Lock Ever, Scotland. Then to Glasgow for some repairs. After that to Bellan, where the crew were surprised to meet 12 other ships of the Russian navy, including the Russians. To Russia where the crew were surprised that the ship, the crew were told to go ashore lest they divulge matters of “military importance” to Axis spies, made out of dunnage and padded around to other ships in the harbor, including the Russians. The “Russkies” liked checkers and chess, and the men from the Gateway City answered many challenges from the Russian crewmen (and women).

Steward Department

Engine Department

Entry Department

Pandemic permitting, the union plans to resume conducting membership meetings beginning this month. Those attending are reminded of Labor Day observance.

Membership Meetings

Beauregard was sent, in turn, to Kirkwall, The Firth of Forth, and Edinburgh, where the outwardly loaded tanks were taken off and re-placed with newer models.

Sailing for Russia at last long the ship arrived in Murmansk on Christmas Day, and then on for a month the crew sweated out a Nazi bomber with a rocket gun.

The crew were surprised

was forbidden to go ashore lest

107 days in Iceland while the crew, who

her anchor chain for 107 days in Iceland while the crew, who

many challenges from the Russian crewmen (and women).

Editor's note: The July issue of the LOG included a pension write-up with erroneous information. The corrected version follows:

Brother Charles Kennedy, 66, joined the union in 1975, initially sailing aboard the Jusos. He worked in the engine department and upgraded at the Paul Hall Center on numerous occasions. Brother Kennedy most recently sailed aboard the Overseas Key West and lives in Mobile, Alabama.

August September

Membership Meetings

Correction

*Piney Point change due to Labor Day observance

Each port’s meeting starts at 10:30 a.m.

GRAND TOTAL: 509 333 195 377 270 104 313 979 646 300

2020

SUMMARY

August 2020

Seafarers Log 9
ABOARD HORIZON PACIFIC – The Sunrise Operations vessel was one of the first SIU-crewed ships to be serviced after restrictions lifted in mid-June. Pictured in Oakland, California, are (above, center) Bosun Richard Grubbs, (above, left) Port Agent Nick Marrone II (left) and Ali Ahmed Ahmed, and (photo immediately above, from left) Marrone II, Chief Cook Keith Hall, AB Manano Gutierrez-Garcia, SA Neil Ball, QEII Jason Powell, Patrolman Adrian Fraccaroli, Grubbs, OMU Rodolfo Caldo and EU Larry Calixto.

ABOARD USNS ALGOL – Crew members from both the USNS Capella and USNS Algol are pictured aboard the latter vessel in San Francisco. From left, Chief Steward Dante Cruz, Recertified Bosun Richie Acuman, Chief Steward Matthew Caroll, GUDE Mohsin Mohamed, GUDE Mousa Sailan, GUDE Edsel Felipe and QEII Lamar Pinckney. Both vessels are operated by Ocean Duchess.

A-BOOK IN ALGONAC – AB Abdulghafor Ahmed displays his newly acquired A-book July 1 at the hiring hall.

ABOARD PERLA DEL CARIBE – Chief Steward Ingrid Ortiz is pictured aboard the TOTE Services ship in San Juan, Puerto Rico. Thanks to SIU Port Agent Amanacio Crespo for the photo.

ABOARD PRESIDENT ROOSEVELT – Standing (from left) aboard the APL vessel in Oakland, California, are ACU Walter Harris, Chief Cook George Farala and Recertified Steward Sergio Castellanos. SIU Port Agent Nick Marrone II is in foreground.

At Sea and Ashore with the SIU
ABOARD GRAND CANYON STATE – Seafarers meet in Alameda, California, in mid-June as the union resumes vessel servicing. ROS crews from the Gem State and Keystone State joined fellow Seafarers and SIU representatives aboard the Grand Canyon State. All three ships are operated by Pacific-Gulf Marine. The photo above includes SIU Oakland Patrolman Adrian Freccaroli, Chief Steward Charlito Aseberos, QEE Jessie Turner, Bosun George Savencu, Bosun John Young, GUDE Yousef Maleh, QEE Sukhbir Bains, GUDE Sari Akkooman, Chief Steward Abdullah Faah, GUDE Ali Naser, GUDE Douglas Maravelias, GVA Deja Nae Gardener-Johnson, GVA Rodolfo Ludovice, Bosun Michael Carvalho and GU Ahmed Hussain.

ABOARD MAERSK MICHIGAN – Vessel master Capt. T. Pham provided these snapshots in June, while the ship was on a Far East run, delivering fuel for the U.S. Military Sealift Command. Pictured from left in photo at top left are AB Tomas Calderon Robinson, AB Osei Baffoe, AB Gregory Baker, AB Jessica Kanehl, AB Dean Crisostomo and Bosun Gregorio Cudal. Pictured from left in photo at immediate left are GVA Ibrahim Ghalib, Pumpman Walden Galagac, QMED Theodore Gonzales and QMED John Morrison. The photo directly above includes (from left) Chief Steward Elizabeth Byrd and Chief Cook Dustin Haney.

CELEBRATING DAY OF SEAFARER – The SIU-crewed Safmarine Mafadi (Maersk Line, Limited) receives local acknowledgement in Bremerhaven for the International Maritime Organization’s “Day of the Seafarer” (June 25). This year’s theme was, “Seafarers Are Key Workers.” The related campaign emphasized how mariners are on the front line of the COVID-19 pandemic, playing an essential role in maintaining the flow of vital goods.
Question: What are some steps you’re taking to remain safe during the pandemic, and why are they important?

Joshua Guill

Our biggest risk as ABs is in the gangway ways. We have people coming aboard, dropping off supplies. We set up a station with hand sanitizer, and we provide masks for anyone coming aboard. Most of the time, we meet them off the ship, they don’t even come aboard. We’re also doing questionnaires and we all have our masks. If one of us gets [the virus], the whole ship is getting it. We’re touching the same things all day, so we have to be really mindful.

Devin Hoerr

I was on the Global Sentinel when the pandemic started. It kind of snowballed while I was out there. It hasn’t been too bad in the area where I live in Pennsylvania, but I’m socially distancing myself in public and limiting the social events I go to. That’s important to stop the spread. I’m wearing a mask when I feel it’s needed – definitely in public, at grocery stores, gas stations.

Timothy Van Pelt

I just got a job on the SRX, which is an MMC contract. While I was on the ship, we had people doing crew changes, but they went into a 17-day quarantine where they were tested twice. We have plenty of hand sanitizer and temperature checks. Everybody coming aboard had to wear a mask for a week. We just need to follow the simple rules we were taught as kids about keeping our hands clean. In my opinion, it’s imperative that mariners not only take care of themselves during the pandemic and aboard ship, but also off the ship. At work, we live in a medically remote environment.

Pic From The Past

This undated file photo featuring three late titans was a big hit recently on the SIU’s Facebook page. From left are SIUNA VP Ed Pulver, Paul Hall Center Trainer Commandant Ken Conklin, and SIU Exec. VP Joseph Sacco.

If anyone has a vintage union-related photograph he or she would like to share with other Seafarers LOG readers, please send it to the Seafarers LOG, 5201 Capital Gateway Drive, Camp Springs, MD 20746. Photographs will be returned, if so requested. High-resolution digital images may be sent to webmaster@seafarers.org
Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.

DEEPSEA

Cesar Dela Cruz

Brother Cesar Dela Cruz, 70, signed on with the SIU in 1985. He was a member of the steward department and upgraded at the Piney Point school on numerous occasions. Brother Dela Cruz’s first vessel was the Sugar Island; his last, the SEC. He makes his home in Tewa Beach, Hawaii.

Stephen Dinnen

Brother Stephen Dinnen, 65, joined the Seafarers in 1975 and first sailed on an Anchorage Tankship vessel. An engine department member, he frequently upgraded his skills at the Paul Hall Center. Brother Dinnen last sailed on the OMNI Hudson. He resides in Mary Esther, Florida.

REGINA FLORES

Sister Regina Flores, 70, started her career with the union in 1997, initially sailing aboard the Independence. She upgraded at the Piney Point school in 2001 and sailed in both the deck and steward departments. Sister Flores’ final vessel was the Honor. She makes her home in the Bronx, New York.

PHILIP PARENT

Brother Philip Parent, 70, signed on with the Seafarers in 1985. He was an engine department member and first sailed on the Downaw Williams. Brother Parent upgraded often at the Paul Hall Center and sailed in the engine department. Brother Parent recently sailed on the USNS Waverly. He lives in Norfolk, Virginia.

Janet Price

Sister Janet Price, 65, joined the Seafarers International Union in 1980, initially sailing on the El Paso Sabina. She was a steward department member and upgraded at the Paul Hall Center on numerous occasions. Sister Price most recently sailed on the Diamond State. She makes her home in Ponte Vedra Beach, Florida.

Simeon Rivas

Brother Simeon Rivas, 65, began his career with the union in 1991, first sailing aboard the Independence. He sailed in both the deck and engine departments. Brother Rivas upgraded at the Piney Point school on several occasions. He last sailed on the Maasvlk Islands and lives in the Bronx, New York.

Francis Roman

Brother Francis Roman, 58, signed on with the SIU in 2001 when he shipped on the Kuskul. A member of the deck department, he last sailed at the Paul Hall Center on multiple occasions. Brother Roman settled in Palm Coast, Florida.

Walter Sainvil

Brother Walter Sainvil, 70, began his career with the Seafarers International Union in 1999 when he shipped on the Sigt. Matry Kossol. He upgraded at the Piney Point school on numerous occasions and sailed in both the deck and engine departments. Brother Sainvil most recently sailed around the Green Bay. He makes his home in Brandon, Florida.

John Silva

Brother John Silva, 65, signed on with the union in 2001 when he shipped aboard the Franklin J. Phillips. He was a member of the steward department and upgraded at the Piney Point school in 2002. Brother Silva’s final vessel was the USS Intrepid. He resides in St. Petersburg, Florida.

Earl Thomas

Brother Earl Thomas, 65, began sailing with the Seafarers in 1999, initially shipping on the USSNS Fairfax. A steward department member, he upgraded his skills at the Paul Hall Center on multiple occasions. Brother Thomas last sailed on the USNS Warrior. He lives in Norfolk, Virginia.

James Tracey

Brother James Tracey, 60, started his career with the union in 1975, first sailing aboard the Ramor. He was a member of the deck department and upgraded at the Piney Point school on numerous occasions. Brother Tracey most recently shipped on the Endurance and calls Walla Walla, Massachusetts, home.

INLAND

Christi Calvert

Sister Christi Calvert, 62, signed on with the union in 1978. She sailed for Crowley Towing and Transportation for her entire career. Sister Calvert shipped in the deck department and upgraded at the Piney Point school on multiple occasions. She makes her home in San Clemente, California.

Timothy Cochran

Brother Timothy Cochran, 63, embarked on his career with the SIU in 1985. He was first employed with Hvide Marine and sailed in the engine department. Brother Cochran’s final vessel was the Hermes. He resides in Groves, Texas.

Allen Cole

Brother Allan Cole, 62, signed on with the SIU in 2004 when he sailed aboard the Johnny G. He sailed in the deck department and upgraded at the Paul Hall Center on multiple occasions. Brother Cole concluded his career with Crowley Towing and Transportation. He lives in Indianantown, Florida.

Francis Coyle

Brother Francis Coyle, 62, joined the union in 1978. He first shipped with National Marine Service and was a member of the deck department. Brother Coyle upgraded at the union-affiliated Piney Point school on numerous occasions. He was last employed with Interstate Oil and calls Bellmawr, New Jersey, home.

James Dalley

Brother James Dalley, 66, joined the SIU in 1977. A deck department member, he worked for Crowley Towing and Transportation for the duration of his career. Brother Dalley upgraded at the Paul Hall Center on multiple occasions. He makes his home in Jacksonville, Florida.

Edward Ehrhardt

Brother Edward Ehrhardt, 62, signed on with the Seafarers in 1987. He sailed in the engine department and worked for McAllister Towing of Virginia. Brother Ehrhardt remained with the same company for the duration of his career. He settled in Panama, Florida.

Larry Evans

Brother Larry Evans, 62, began sailing with the SIU in 1976. A deck department member, he was first employed by G&H Towing for the majority of his career. He lives in Friendswood, Texas.

William Foley

Brother William Foley, 64, joined the union in 1976, first sailing aboard Westchester Marine’s William. He was a member of the deck department and upgraded often at the Paul Hall Center. Brother Foley’s final vessel was the Pride. He settled in St. Petersburg, Florida.

Gene Huddins

Brother Gene Huddins, 62, signed on with the SIU in 1977. He was a member of the deck department and first worked with Seawright Transportation. Brother Huddins upgraded at the Paul Hall Center in 1981. He last worked with STC Little Curtis Company and makes his home in Mathews County, Virginia.

John King

Brother John King, 65, became a member of the union in 1973, initially sailing with H&M Lake Transport. He sailed in the deck department and was last employed by OLS Transport. Brother King resides in Sault Ste. Marie, Michigan.

Michael Leager

Brother Michael Leager, 65, joined the Seafarers in 1973 when he worked for Interstate Oil. A deck department member, he continued to work for the same company for the majority of his career. Brother Leager makes his home in Stroudsburg, Pennsylvania.

David Legrow

Brother David Legrow, 65, embarked on his career with the SIU in 2007. He shipped in the deck department and upgraded at the Piney Point school on multiple occasions. Brother Legrow was employed with Penn Maritime for the duration of his career. He lives in Titusville, Florida.

Richard Lord

Brother Richard Lord, 62, began sailing with the union in 1977. A deck department member, he was first employed by G&H Towing. Brother Lord upgraded his skills at the Paul Hall Center on numerous occasions. He was most recently employed by OSG Ship Management and settled in Tunersville, New Jersey.

William Miller

Brother William Miller, 65, became a member of the SIU in 1980. He was a deck department member and worked for Virginia Pilot Corporation for the duration of his career. Brother Miller lives in Fort Myers, Florida.

David Steckel

Brother David Steckel, 65, signed on with the union in 1977 when he worked for Interstate Oil. A deck department member, he upgraded at the Piney Point school on multiple occasions. Brother Steckel was last employed by McAllister Towing of Philadelphia. He resides in Wenonah, New Jersey.

Paul Stingen

Brother Paul Stingen, 66, began his career with the SIU in 1974, initially sailing aboard the Independence. He upgraded at the Paul Hall Center in 2001 and was a member of the deck department. Brother Stingen last sailed on the Sugar Island. He worked in the engine department and most recently sailed on the Dodge Island. Brother Sumaria is a Los Angeles resident.

Marc Tomuschat

Marc Tomuschat, 55, embarked on his career with the SIU in 1994, initially sailing with McAllister Towing of Virginia. He shipped in both the deck and steward departments and upgraded often at the Paul Hall Center. Brother Tomuschat was most recently employed by Intrepid Personnel and Provisioning. He lives in Scarborough, Maine.

Donald Willis

Brother Donald Willis, 62, began sailing with the union in 1977. A deck department member, he first worked with Allied Transportation. Brother Willis upgraded at the union-affiliated Piney Point school on several occasions. He last sailed with OSG Ship Management and is a resident of Beaufort, North Carolina.
ALEX ALEXANDER
Pensioner Alex Alexander, 91, died May 10. He signed on with the SIU in 1951 and first shipped aboard with Delta Lines. Brother Alexander was a member of the steward department. He concluded his career on the Progress and became a pensioner in 1987. Brother Alexander resided in New Orleans.

SANTIAGO ARROYO
Pensioner Santiago Arroyo, 102, passed away June 3. He first employed with the Seafarers International Union in 1972 when he sailed aboard the Excalibur. He last shipped aboard the San Pedro before retiring in 1987. Brother Arroyo was a resident of Puerto Rico.

PATRICK BISHOP
Pensioner Patrick Bishop, 65, died May 23. He signed on with the Seafarers in 1977; his first vessel was the John Tyler. Brother Bishop worked in the engine department. He most recently sailed aboard the Cape Joly and became a pensioner in 2020. Brother Bishop made his home in Virginia Beach, Virginia.

HEATH BRYAN
Pensioner Heath Bryan, 75, passed away June 20. He began sailing with the SIU in 1970 when he worked for Vivian Tankships. Brother Bryan was a steward department member. He last shipped aboard the Seabold Challenge before going on pension in 2009. Brother Bryan was a resident of Ft. Lauderdale, Florida.

DAN BUCKLEY
Pensioner Dan Buckley, 67, died May 29. He became a member of the union in 1971; initially sailing aboard the Western Hunter. Brother Buckley primarily sailed in the deck department. He last shipped aboard the Liberty Wave before becoming a pensioner in 1991 and settled in Metairie, Louisiana.

RODWELL FORBES
Pensioner Rodwell Forbes, 82, passed away June 19. He embarked on his career with the SIU in 2001 when he sailed aboard the USS Comfort. Brother Forbes was an engine department member and last shipped aboard the Energy Enterprise. He retired in 2015 and resided in Metairie, Louisiana.

DONALD HOPKINS
Pensioner Donald Hopkins, 82, died June 11. He joined the union in 1959, initially working with Paco Tankers. Brother Hopkins sailed in the engine department. He last shipped on the Tidewater and became a pensioner in 2002. Brother Hopkins was a resident of Baltimore.

SHERWIN JONES
Brother Sherwin Jones, 77, passed away June 6. He started his career with the Seafarers International Union in 1972 when he sailed aboard the USS Elsinore. Brother Jones was a deck department member and most recently worked for Wutch Transloading LLC. He was a resident of Brooklyn, New York.

STANLEY LA GRANCE
Pensioner Stanley La Grange, 68, died June 6. Signing on with the SIU in 1976, Brother La Grange was a deck department member. He last sailed aboard the Green Island and went on pension in 2003. Brother La Grange lived in Houston.

MICHAEL LINUS
Pensioner Michael Linus, 76, passed away June 14. He started sailing with the union in 1974 and shipped in the steward department. Brother Linus’ first vessel was the President Kennedy; his last, the Tacona. He retired in 2009 and made his home in Kalispell, Montana.

WILFREDO MIRANDA
Pensioner Wilfredo Miranda, 81, died April 26. A steward department member, Brother Miranda joined the SIU in 1969 when he shipped aboard the Steel Empower. Brother Miranda’s last vessel was the Expedition. He went on pension in 2003 and was a Puerto Rico resident.

KENNETH PINCHIN
Pensioner Kenneth Pinchin, 71, passed away June 12. He signed on with the union in 1998 when he shipped aboard the USS Alums. An engine department member, Brother Pinchin last shipped on the Florida. He retired in 2014 and settled in Pompano Beach, Florida.

STANLEY LA GRANCE
Pensioner Stanley La Grange, 68, died June 6. Signing on with the SIU in 1976, Brother La Grange was a deck department member. He last sailed aboard the Green Island and went on pension in 2003. Brother La Grange lived in Houston.

FRANKLIN ROBERTSON
Brother Franklin Robertson, 61, died April 7. Born in Seaboard, North Carolina, he embarked on his career with the SIU in 1978. Brother Robertson first sailed on the Philadelphia and worked in the steward department. He last sailed on the Motivator and made his home in Norfolk, Virginia.

JAMES SHORT
Pensioner James Short, 78, passed away June 10. He was born in Warsaw, Virginia, and became a member of the SIU in 2001. Brother Short sailed in both the steward and engine departments. His first vessel was the Patriot; his last, the SBT. Brother Short retired in 2015 and called Kirby, Texas, home.

GUYSIEPE BOCCANFUSO
Pensioner Guysiepe Boccanfuso, 90, passed away June 12. He embarked on his career with the SIU in 1970 when he worked for Michigan Tankers. Brother Boccanfuso sailed in the steward department. He was last employed with Crowley Towing and Transportation before going on pension in 1997. Brother Boccanfuso resided in Torrance, California.

CHARLES BRANCH
Pensioner Charles Branch, 80, died March 9. He signed on with the Seafarers in 1962. Brother Branch first worked for G&H Towing. He concluded his career with the same company before retiring in 2001. Brother Branch lived in Shreveport, Texas.

FREDERICK SHIFERDEK
Pensioner Frederick Shiferdek, 76, passed away June 17. He joined the SIU in 1966 and first sailed with United States Shipping Company. Brother Shiferdek was a deck department member. He last sailed with Crowley Towing and Transportation before retiring in 2003. Brother Shiferdek was a resident of Veler, Florida.

MAURICE MARTIN
Pensioner Maurice Martin, 80, died June 16. He was an NMIU member before the 2001 NMU/SIU merger. Brother Martin sailed in the deck department and last sailed aboard the Blue Rayon. He called Port Arthur, Texas, home.

In addition to the foregoing individuals, the following union members have also passed away: Insufficient information was available to develop summaries of their respective careers.

NAME AGE DOB
Alex, Joseph 88 06/15/2020
Buie, Ward 94 06/01/2020
Charries, Robadillo 95 05/15/2020
Eberke, Larry 89 04/21/2020
Evans, Joaquim 88 02/21/2020
Greeridge, Kenneth 99 01/22/2020
Johnson, Robert 77 04/14/2020
Johnson, Richard 95 06/08/2020
McFarlane, Rodrick 77 04/29/2020
Malik, Lila 92 06/12/2020
Mahmoud, Latif 83 06/11/2020
Newman, Irwin 91 01/25/2020
Williams, Paul 91 06/19/2020

Aboard Cape Henry
The FOS crew is pictured in early June, returning to San Francisco after a successful post-repair sea trial. Vessel is operated by Matson.

14 Seafarers LOG August 2020
MAERSK OHIO (Maersk Line, Limited), April 14 – Chairman James Joyce, Secretary Christina Mater, Educational Director Vicente Dubruehe Reve, Steward chairman. Crew was welcomed for a safe voyage. Special guests, including Capt. David Denning, onboard. Issue brought up was the need for training. Soiled linen should be bagged and taken to laundry room as directed by superintendents. The emd director reiterated importance of keeping records current, particularly during current COVID-19 pandemic. No beefs or disputed OT reported. Crew discussed text message regarding health and safety board in ship. More info to follow. Pictured aboard the U.S. Marine Management vessel earlier this year in the Middle East are (from left) AB Adolfo Figueroa, AB Clayton Walker and OS Antonio Hamilton. Thanks to Third Mate Matt Thomas (SIU homepage). 

FINANCIAL REPORTS. The Constitution of the SIU, which includes the contracts of the SIU with the employers, defines the rights of members and their obligations, such as the right to organize and engage in collective bargaining, and the right to protective action. This should immediately be reported to union headquarters.

PROMPTNESS. Members who fail to give proper attention or resolution are addressed by the union upon receipt of the minutes. The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted. Ship’s minutes first are reviewed by the union’s contract department. Those issues requiring attention are resolution are addressed by the union upon receipt of the minutes. The minutes are then forwarded to the Seafarers LOG for publication.

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The following is a list of courses that currently are scheduled to be held at the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland during the next several months. More courses may be added. Course additions and cancellations are subject to change due to COVID-19 protocols. All programs are geared toward improving the job skills of Seafarers and promoting the American maritime industry.

Seafarers who have any questions regarding the upgrading courses offered at the Paul Hall Center may call the admissions office at (301) 994-0010.

### Paul Hall Center Classes

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<tr>
<th>Title of Course</th>
<th>Start Date</th>
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<tr>
<td><strong>Deck Department Upgrading Courses</strong></td>
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<td>Able Seafarer Deck</td>
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<td>AB to Mate Modules</td>
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<td>Module dates vary throughout the year.</td>
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<td>Module 6</td>
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<td><strong>Engine Department Upgrading Courses</strong></td>
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<td><strong>Steward Department Upgrading Courses</strong></td>
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### UPGRADING APPLICATION

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<th>Name</th>
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<td>Telephone (Home)</td>
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<td>Date of Birth</td>
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<td>Deep Sea Member ☐ Lakes Member ☐ Inland Waters Member ☐</td>
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If the following information is not filled out completely, your application will not be processed.

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<th>Social Security #</th>
<th>Book #</th>
<th>Seniority</th>
<th>Department</th>
<th>Home Port</th>
<th>E-mail</th>
<th>Endorsement(s) or License(s) now held</th>
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Are you a graduate of the SHLSS/PHC trainer program? ☐ Yes ☐ No

Have you attended any SHLSS/PHC upgrading courses? ☑Yes ☐ No

With this application, COPIES of the following must be sent: One hundred and twenty-five (125) days seatime for the previous year. MMC, TWIC, front page of your book including your department and seniority and qualifying sea time for the course if it is Coast Guard tested.

Must have a valid SHBP clinic through course date.

I authorize the Paul Hall Center to release any of the information contained in this application, or any of the supporting documentation that I have or will submit with this application to related organizations, for the purpose of better servicing my needs and helping me to apply for any benefits which might become due to me.

SIGNATURE __________________________ DATE____________________

Note: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable. Return completed application to: Paul Hall Center for Maritime Training and Education Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189.

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, or any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities.

Paul Hall Center Classes

Students who have registered for classes at the Paul Hall Center for Maritime Training and Education, but later discover - for whatever reason - that they can’t attend, should inform the admissions department immediately so arrangements can be made to have other students take their places.

Important Notice To All Students

Water Survival (Upgraders) – Graduated March 20: Darryl Brown (above, left) and Willie Smith Jr.


Government Vessels (Phase 1) – Graduated March 6 (photo at left, in alphabetical order): Jessica Davis, Shamir Jameil Ford, Tyler Foster, Austin Jandreau, Taylor Rabb and Chadon Williams

Government Vessels (Upgraders) – Graduated March 6 (above, in alphabetical order): Francia Helena Alvarez, Annie Blivers, Monserrate Blas Jr., Jackson Blaty, Virmabeth Tomo Caine, Susan Villar Emmons, Ardeccia Hill, Jewel Lamb, Petronio Paragas and Willie Smith Jr. (Note: Not all are pictured.)
Alonzo (above, left) and Neyda Oviedo-Bermudez. Graduated April 3: Seth Duke Alejandro Certified Chief Cook (Module 2) –

Chief Cook 2.0 – Graduated March 13 (above, in alphabetical order): Angel Bernardz, Edward English and Shantay Chanel Joquin.

Certified Chief Cook (Module 2) – Graduated April 3: Seth Duke Alejandro Alonzo (above, left) and Neyda Oviedo-Bermudez.

Chief Steward 2.0 – Graduated March 6 (photo, left, in alphabetical order): Ste-phen Avallone, Solomon Darku, Shari Hardman and Gregory Lynch.

Paul Hall Center Classes

School Adopts, Releases COVID 19-Specific Rules for Students

COVID Rules and Regulations 2.0 have been adopted by the Paul Hall Center for Maritime Training and Education. According to officials at the Piney Point, Maryland-based campus, these new rules, which must be strictly adhered to by all concerned, override any prior rules and regulations until further notice.

Due to the ongoing pandemic, the following rules and regulations must be adhered to for your safety, as well as all staff, visitors, guests and contractors safety:

1. Once you arrive on campus and check in, you WILL NOT be permitted to leave campus. This includes during exercising (walking, running, riding bikes, etc.) Please pack and prepare for your time at the school, just as if you were going to a ship. If you choose to leave base without prior approval, you will be denied access when returning. Under certain circumstances, you may be allowed to leave base, with PRIOR approval from the Assistant Vice President, for approved clinic runs or similar. Additionally, there will be no store (Walmart/Target) or church runs.

2. When arriving, you must fill out and sign the health questionnaire which will be provided to you upon check-in at the front desk. You will also be shown a campus safety and sanitation video and will be asked to sign a statement indicating that you have seen the video.

3. When inside of any buildings and in common areas on campus, you must wear a protective face covering/mask which is secured behind both ears or head. You will not be required to wear face masks when in your hotel room/personal space or outside. Face coverings that are NOT acceptable include:

- T-shirts
- Any covering with inappropriate art, words, referenced. In the event you do not have a proper face covering/mask, they will be available for sale in the sea chest.

4. You will be required to adhere to campus wide social distancing guideline. Maintain at least a 6-foot distance between yourself and other individuals. This includes while on break from class.

5. Students will be permitted to order meals through the school food vendor. This includes while on break from class. Lines. Maintain at least a 6-foot distance between yourself and other individuals.

6. You will be required to adhere to campus wide social distancing guidelines. Maintain at least a 6-foot distance between yourself and other individuals. This includes while on break from class.

7. Mooney’s Pub/Port of Call Bar will remain open with restricted seating and will be assigned to last you through the extent of your stay on campus.

8. The Health Spa is open, with restrictions (no more than 10 people at a time). All guidelines must be followed when in the health spa including wearing a mask.

9. The pool will be open with social distancing in place.

10. If at any time you develop symptoms or feel/become sick please report it to a staff member and report to the nurse immediately for further direction.

11. All students’ temperatures will be taken upon arrival to the school and daily in the morning in the classrooms. In addition, students are subject to random temperature checks throughout the day. If it is found you have a temperature of 100.4 F or above you may be denied access to the facility and/or class. Please keep in mind you cannot miss more than 10% of any class or you must repeat the class and you will NOT be permitted in class with a fever. NOTE: When a remote temperature gun is being used, any temperature that measures over 99 degrees F will be considered a fever. This will require an additional test and other possible screening. Readings from temperature guns are typically around one degree lower than what would be indicated on a standard oral thermometer.

12. NO spouses, family members or guests will be permitted on campus, at any time.

13. All meal hours will be assigned and will be provided with an information sheet containing local testing sites, hotels and emergency rooms for your convenience.

14. If you travel using your personal vehicle, you will be subject to temperature screenings at the front gate. If it is found you have a temperature at or above the readings above, you will be denied access to the campus.

15. In the event you are denied access to the campus, security will provide you with an information sheet containing local testing sites, hotels and emergency rooms for your convenience.

16. In the event you are denied transport or access to campus, please contact the Travel department toll free at 877-789-7829.

August 2020

Seafarers LOG 19
Recalling the Service of WWII Seafarers

Editor’s note: This is the fourth installment from the SIU Log, the SIU publication, “The Seafarers in World War II.” Penned by the late SIU historian Robin Locksley, the 1951 booklet titled “The Seafarers in World War II” is now available online. The SIU is reprinting a portion of the booklet to commemorate the 75th anniversary of D-Day.

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...they arrived at Suez a full seven days ahead of the scheduled date. They had left the States three weeks before the Russian Run. The Seatrain Texas, her only escort of the entire voyage, at “torpedo speed” off Madagascar.

...had the detailed list of the desolate, hard-fought areas of the British Army and its Allies. It looked upon its crew as the seasoned veterans. In the face of possible mortality, they manned the guns every minute and double the crew that “although it was the first experience of the cruiser’s crew, it was a testament of the men’s determination to change the course of history. The Royal Navy stood each convoy to reach Malta without loss on November 20, delivering a cargo that helped keep the island fortress in the war. The skipper of the nearby freighter St. Olaf, William Moultrie, was heavily protected, but still had to fight its way to beleaguered Malta, that brave bastion of the Mediterranean, which wounded several gunners and started a fire in the “tween decks.”

...A third skipper was on the Alcoa-operated Mary Luckenbach, when deserted by its escort – convoy PQ-18 was the men of the Seatrain Texas, with innumerable raids, for Malta had three fly- ing fronts not many miles away. They had destroyed 200 tanks, Afrika Korps were less than 60 miles from Suez Canal. Smoke is visible from a merchant ship bombed in an Allied convoy to the Soviet Union in October 1942. The convoy, including SIU-created vessels, fought through a four-day attack by German torpedo planes and U-boats to deliver cargo to a Soviet Arctic port.

When the Alcoa-operated William Weir was attacked by Nazi bombers in the Mediterranean, the War Shipping Administration later said of its crew that “although it was the first experience of the majority of merchant seamen stationed with the guns, they served like seasoned volunteers.”

...as the storms had blown it off course and stopped it en route to Archangel. The Russian Run was heavily protected, but still had to fight its way to the White Sea.

...as long as men from World War II still go to sea, there will be told stirring tales of the Russian run – the long, cold, hazardous voyage to Murmansk and the ports of the White Sea.